JACKSONVILLE

LEGEND

Airports having Control Towers are shown in Blue; others in Magenta. Consult Airport/Facility Directory (A/FD) for details. Airways along highways, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard surface
- Hard surface runways 1500 ft to 8069 ft in length
- Hard surface runways greater than 8069 ft, or with runways numbered more than 36/01
- Have rotating beacon and/or lighted landing area (sunset to sunrise unless otherwise indicated in A/FD or NOTAMs)

All runways hard surface (concrete, asphalt) or those shown, are 150 ft wide unless otherwise indicated in A/FD or NOTAMs.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Use public-use having emergency or permission required.

Military - Other than full-time airports, military airports, landing areas, and facilities operated by military services.

Seaplane Base · Heliport · Glider · Ultralight · Balloon · Parachute Jumping · Landing Strip · Closed

Runways may be indicated with field overlaid cutting normal arcing lines inserted for one of the closest airport entries. Dash arc pointing inward to field. Arc may be omitted if runway is too short to display arc. Runway alignment may be shown as a dash.

Airports with Automated Weather Observation Systems (AWOS) or Automated Surface Observation Systems (ASOS) are shown in bold.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and most-used airspace structure below 12,500 ft. MSL are shown.

- Class B Airspace
- Class C Airspace
- Class D Airspace
- Class E Airspace (Blends to Class A at 18,000 MSL)
- Class E Airspace (Blends to Class A at 14,500 MSL)
- Class E Airspace (Blends to Class A at 10,000 MSL)
- Class E Airspace (Blends to Class A at 1200 ft. above surface)
- Class E Airspace with floor 700 ft. above surface
- Class E Airspace with floor 1200 ft. above surface (Blends to Class E Airspace)

Class E airspace areas of 1200' AGL unless otherwise designated as shown above.

Class E Airspace (for altitudes Federal Airways and other IFR routes) extends downward - shown as shaded crosses.

Class E Airspace (for altitudes Federal Airways and other IFR routes) extends upward - shown as shaded crosses.

Class G Airspace (uncontrolled)

Prohibited, Restricted, Warning, Alert and MOA - Military Operations Areas

Special Aircraft Traffic Area (SATA) - Parachute Jumping

ADIZ - Air Defense Identification Zone

National Security Area

Weather Radar Service Area (SWA)

ARTCC - Boundary Showing Route

COMMUNICATION BOXED

ATIS 119.4 · UNICOM 122.95 · CHARLESTON CTR 135.35 · CHARLESTON APP/DEP 120.1 · 257.8 · 380.4 · 269.4

Only frequencies for use in the terminal area are shown. Frequencies in parentheses are for use when the associated tower is not in operation.

RADIO AIDS TO NAVIGATION

- VHF Omni-Range (VOR)
- VORTAC
- VOR-DME
- Other facilities, i.e., FSS, Radio, etc.
- Non-Directional Radiobeacon (NDB)
- NDB - DME

OBSTRUCTIONS

- 1000 ft. and higher AGL
- Under 1000 ft. AGL
- Group Obstructions
- Obstructions with lighted/marking lighting, and/or marking on structure. Absence of flag on the above mean see final aeronautical chart for updated information.
- Under construction or reported, reported position and height unverified.

NOTICE: Buyer should not rely on this chart for obstructions.

MISCELLANEOUS

- Aeronautical Light Beacon (Green/White)
- Rotating Beacon
- Navy Station
- Glider Operations
- Parachute Jumping Area (Boundaries Not Shown)
- VFR/IFR Boundary (Bold Arrow=Facility Name, Arrow=Direction)
- Intersecting Runways
- Runway Lights
- Runway and Taxiway

TOPOGRAPHIC INFORMATION

- Roads & Miscellaneous
- Railroad
- Power Transmission Line
- Aerial Cable
- Landmark Feature - stadium, tank, building, antenna, etc.
- Lighthouse
- Control Tower
- Rotating Beacon (or Flood)
- Radio Station
- Race Track
- Rock - sand - or pit
- Water Area
- Wine or Quarry
- Wooded Area

VEGETATION REPRESENTATION: Woodland symbols will indicate a predominant cover or orientation of trees. Individual trees will not be shown. Recommended clearance altitude should be flown over the highest tree, wire or man-made obstacle.

Mountain Lake · Intermittent Lake · Swamp · Rapids and Waterfall

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JACKSONVILLE

SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic Projection 27° 30' and 30° 45'

Revised Edition: North American Datum of 1983 (World Geodetic System 1984)

86 TH EDITION EFFECTIVE 26 AUG 2010

TO 16 DEC 2010 TO 10 FEB 2011

Includes airspace amendments effective 29 JUL 2010 and all other aeronautical data received by 1 JUL 2010

Information on this chart will change; corrected/latest updates of chart changes are available every 56 days in the Aeronautical Publication (A/P1B) and Digital Products (DAFIF, Terminal Procedures, etc.). Refer to appropriate publication NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

FOR SALE IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS APPROVED BY THE DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 500 feet
Intermediate contours 250 foot
Auxiliary contours 100 foot interval

HIGHEST TERRAIN elevation is 720 feet located at 32°11'N - 64°45'W

Approximate elevation 4284
Approximate elevation ..... + 4000
Doubtful locations are indicated by cessation of the point feature (dot or "x").

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEFs). The Maximum Elevation Figures shown in quadrangles bounded by tinted lines are the highest known elevations determined by TOPOGRAPHIC and AUTHORITATIVE sources. Values are rounded to the next higher 100 feet and are based on information available as of the date of this publication. Additional man-made or natural obstructions may exist.

Example: 12,598 feet 125

CONVERSION OF ELEVATIONS

FEET: 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40

METERS: 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40

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